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ART. I.—1. *Reise um die Welt in den Jahren 1803, 1804, 1805, und 1806, auf Befehl Seiner Kaiserlicher Majestät Alexander des Ersten, &c.* 3 Theile. St Petersburg. 1810, 1811, 1812.

2. *Voyage round the World in the Years 1803, 1804, 1805, and 1806, by order of his Imperial Majesty, Alexander the First. Translated from the original German, by RICHARD B. HOPPNER.* 2 vols. 4to. London. 1813.

3. *Wörter Sammlungen aus den Sprachen einiger Völker des österlichen Asiens, und der Nord-West Küste von America, bekannt gemacht von A. I. von Krusenstern.* St Petersburg. 1813. 4to. pp. 68.
Vocabularies of the Languages of some of the Tribes of Eastern Asia, and on the Northwest Coast of America. By A. I. de Krusenstern.

4. *Recueil de Mémoires Hydrographiques, pour servir d'Analyse et d'Explication à l'Atlas de l'Océan Pacifique, par le Commodore de Krusenstern. De l'Imprimerie du Département de l'Instruction Publique.* St Petersbourg. 1824. 4to. pp. 324.

SOME of our readers may yet remember the account, which was given in one of the early numbers of the London Quarterly Review, of the two first volumes of Captain, now Vice Admiral Krusenstern's Voyage around the World. At that epoch, it was

usual with the Journal to which we refer to deal in severe strictures on maritime enterprises directed by foreign nations. But in comparing the review of D'Entrecasteaux's Voyage with that of the Russian expedition, a certain graduation of the jealousy and prejudice against strangers may easily be discerned. England was at war with France ; the Quarterly Review, if possible, was still more at war with everything connected, however remotely, with that country. Its hostile feeling could only be soothed by the casual circumstance, that some leading character connected with the enterprise, had previously sustained some relation or other to England.

The papers of D'Entrecasteaux had fallen into the hands of the English government. M. de Rossel, one of the most distinguished officers of the expedition, had passed some time in England, and had, it seems, even been employed by the Admiralty, in some professional works, before he returned to his own country, where he shortly afterwards was admitted again into the French navy, and commissioned to draw up an account of his voyage. Nothing apparently but a short residence in England could have shielded M. de Rossel against the ill will of the reviewer ; a misfortune which attended the next French maritime expedition. The hardships and sufferings, which befell those who were engaged in it, were almost entirely the result of the carelessness, covetousness, and stupidity of the commander. Baudin was a merchant captain. This circumstance alone would not have been a sufficient motive for lessening the anticipation of the service he might render to science. Eustache Bruix, one of the most distinguished ministers of the French naval department, at least among those who were professional men, began his naval career in the mercantile line. Marchand's voyage has been the source of many useful data in navigation and geography ; and the most recent example in England, of distinguished services performed by the captain of a merchant vessel, is Weddel, the immediate object of whose voyage towards the South Pole was to procure a cargo of seal skins, who has furnished valuable information on the islands and seas at the southern extremity of this continent, and whose discovery of the group called by him Orkney Islands, has not, we believe, yet been contested. In our own country, the military navy has drawn some of its most distinguished officers from among the commanders of mercantile ships. The naval annals of Great Britain offer numerous analogous exam-

ples ; and in that kingdom it often happens, that officers, and more frequently masters in the royal navy, and officers of that rank, enlist themselves in the commercial marine. Such was the case with Mr Weddel. But there is not now in France, nor, we may say, in all Europe, any other opinion in respect to Captain Baudin, than that which we are far from exaggerating by the language we use. The omission of his name on the title page of the relation, which was published by Péron, of the expedition he had so unskilfully directed, was but a very mild punishment for the miseries he had heaped on the persons whose lives were entrusted to his care. We know from an individual, who was on the eve of embarking with that ill fated expedition, and who consequently may be supposed to have been solicitous to collect information about the commander, that the then secretary of the navy was generally blamed in France for the choice he had made. This was the same minister, who appointed Villeneuve to be admiral in chief of the forces, which were to fight against Nelson, and thus prepared the way for the destruction of the French navy at Trafalgar.

M. de Humboldt had intended to join that expedition, and by recurring to his works, it will be seen how he judged of Captain Baudin. Yet it would seem he had one claim to unusual indulgence. He perished, says the reviewer, in the battle of Trafalgar. That last scene of his life might probably contribute enough to the glory of England to obtain for him, if not an express vindication of his honor, at least some testimony of sympathy for the injustice he was deemed to have suffered. 'A little more delicacy,' they add, 'might have been observed towards the memory of an officer, who fought bravely for his country at Trafalgar, when his ship the *Fougueux* went down after the action, and Captain Baudin with every soul on board perished.'* In regard to this expression of generous sympathy, we have only to remark, on the authority of the *Biographie Universelle, Ancienne et Moderne*, and of M. Es-menard, in particular,† that Captain Baudin died at the Isle of France, after a residence of two years, on the 16th of September, 1803, in consequence of a distemper caught during his long navigation, and, as the biographers observe, 'without having gathered any fruit from his labors, and without having cleared himself from many serious accusations.'

* *Quarterly Review* for August, 1810. † Vol. 3. p. 538.

Captain Krusenstern was in the service of a government, for which the reviewers felt bound to express different feelings than for France. He had been for some time, moreover, in the English navy. Nothing in his work indicated, that he was unfriendly to the principles held up by the reviewers. The two vessels which he commanded had been bought in England, and in that country also had been purchased a part of the provisions and the astronomical instruments. Under such mitigating circumstances, the relation of the Russian expedition might be entitled to an exception from the general tone of severity and animadversion, so well deserved, it was thought, by a nation who could dare to come in competition with the sovereigns of the ocean, even in things less lucrative, than conquest and commercial monopoly.

Captain Krusenstern, however, was by no means to be spared, when expressing his regard for another rival nation. The reviewer's propensities are brought out in strong relief by the following remarks of Captain Krusenstern, concerning the name of a cluster of islands in the Pacific. 'Should not an exception be made,' says he, 'in favor of the name of Washington, which must form an ornament to any chart? Is it allowed to erase from the charts, the immortal name of the founder and the protector of a great state, to which one of its grateful citizens had dedicated a new group of islands?' In his translation, the reviewer has omitted a part of the sentence, in which it is asked, 'Is it not conformable to the strictest justice, that the first discovery made by Americans should be preserved in the naval annals with its proper name?' And the passage concludes with the following words, also omitted; 'Yet I leave it to geographers to adopt or reject my suggestions, and until they decide, I preserve the islands on our maps under the name of Washington.' Moreover, the writer would have us believe, that Captain Krusenstern was ignorant of the discoveries of Mendaña, and of the arrivals of Cook, Marchand, and Hergest, at some of the above mentioned islands; yet, with the exception of Captain Wilson's voyage in 1779, all the other visits noticed in the article are also referred to in the relation of the Russian captain.

But the reviewer has neglected to mention that another American navigator besides Ingraham, that is, Captain Josiah Roberts, of the ship Jefferson, had visited the Mendoza islands, and given to a portion of them the name of Washington. This

circumstance was an additional reason with Krusenstern for retaining the name. 'Roberts,' says he, 'had remained three months in Taowatte ; from whence, in 1793, a nation of the island of Uahaga conducted him to that spot. Roberts was probably the first who gave to these islands the name of Washington, as may be seen by La Rochefoucault's tour in America. Ingraham had also given that name to the island of Uahaga, and it is therefore, uncertain, which of the two had first bestowed that appellation. At all events the honor of the discovery belongs to the Americans, and whether Ingraham gave the name of Washington to one of these islands, or Roberts to the whole cluster, it is but equitable that it should be preserved.' A little further onward he asks whether such an addition to geographical nomenclature shall be rejected, only with a view of uniting that cluster of islands with another that had been discovered and named two hundred years before.*

In regard to these strictures upon the article in question, we shall only add that while we deprecate all illiberality and hostile feeling, and wonder at the narrow national prejudices of men, whose ability and accomplishments should have raised them above such vulgar impulses ; while we blame their avarice of praise when strangers are entitled to it, and unwillingly discover in their expressions of approbation a stammering of their tongues, and in their censures the clamorous triumph of schoolboys and tyros, who happen to remember something better than their teachers ; we are at the same time not ignorant that when principles are believed to lie at the bottom of opinions and of behavior, it becomes a duty to consider the basis as well as the superstructure. The severity with which some English journals, and some English statesmen too, canvassed everything connected with the existing government of France, at the period to which we have alluded, their bitter acrimony against the 'Dutch boors' and the 'grande nation,' their parsimonious encomiums on the great scientific researches

* In a note, Captain Krusenstern refers with respect to an extract from the account of Ingraham's voyage, contained in the *Memoirs of the Massachusetts Historical Society*, for the year 1795, inserted in Baron de Zach's *Monthly Correspondence*, vol. I. p. 348. We believe that the general government of the United States recently purchased all Ingraham's papers of his son, and that they are now deposited in the office of the secretary of state, among the documents relating to the Northwest coast of this continent.

pursued by the French, and their spleen against every attempt not only to rival, but even to emulate England, all these now seem unreasonable, contrary to justice and impartiality, to a disinterested love of science, and sometimes contrary even to common charity. But in thus looking back to past events, the contemporaneous political circumstances should not be forgotten. 'It is a characterestic of the English nation,' says Sir Walter Scott, in his Life of Dryden, 'that their habitual dislike against their neighbors is soon and easily blown into animosity.' Moreover, at the epoch to which we refer, England was fighting for her existence, and the interests of national independence and liberty were closely linked with the fate of that country. She was struggling with a foe, who openly professed the most violent hatred of her institutions, who showed the most shameless envy of her prosperity, and a determined resolution to employ every means to destroy the sources of that prosperity, and who made even science subservient to designs of revenge and efforts for supremacy. If under any circumstances animosity could warrant retaliation, England could assert that hers was of such a nature. Political morality had, at that unfortunate epoch, peculiar laws, happily of short duration. We have at last, reached a time, when we can with calmness consider the tempest which ravaged the world, examine impartially the character of the contending elements, and be equitable to errors, and faults, and natural infirmities. We do not feel inclined to see in any other light the prejudices, which disfigured, and sometimes debased the journal to which we have referred.

M. de Krusenstern was, at an early time, one of those who believed that Russia is not absolutely prevented from becoming a commercial country, either by natural, moral, or political causes. He considered the first Russian expedition to Kamtschatka (1696), and the discovery of the Aleutian islands (1741), as an important step towards that end. From this latter date, Russian speculators were intent upon procuring from those islands furs for the consumption of China, by way of the internal trade of Russia. In 1785, a Russian American company was formed, and an establishment was begun in the island of Kodiak, which, by its intermediate situation between the Aleutian islands, Kamtschatka, and the coast of America, was peculiarly important for their enterprises. Factories were successively opened in almost all the Aleutian islands, and fortifications were erected for their security. The principal seat of the

company was Irkutsk. The government had however, not yet afforded any protection to their undertaking ; and upon the complaints which were brought against the arbitrary and oppressive proceedings of some of the company's agents towards the natives of the islands, the emperor Paul determined to dissolve that commercial society ; and this would probably have taken place, had not M. Resanoff interceded in their behalf. This gentleman was son-in-law to one of the principal partners of the company, and the fortune which he received upon his marriage, principally consisted in stocks pertaining to that trade. He was fortunate enough, not only to prevent the stroke, which threatened the company, but to procure for it a more stable existence, and important privileges.

The board of directors was from that moment transferred from Irkutsk to St Petersburg, and the activity of the company was soon in a fair way of increasing. An Englishman was sent to the islands, who was not only an intelligent seaman, but a man well qualified to direct the building of ships. The captains of the company's vessels were chosen with great care, and provided with large means to enter with safety upon the execution of their duties. But the most important era in the history of that establishment, was the accession of the late emperor Alexander to the throne, and his becoming himself a partner in the speculations of the company, with the purpose of setting the nobility the example of encouraging national industry. It was also fortunate for the company, that Count Romanzoff was in the ministry, at the head of the commercial relations. The colonies, indeed, were in want of money, and of the most important necessaries, as well for their security, as for the subsistence of the settlers. Neither the Aleutian islands nor the adjacent coast of America could furnish them with breadstuff. But to grant them that assistance, it was necessary to promote a frequent intercourse by sea with the mother country, ast he succors which had been sent over by way of Jakutsk and Ochotzk proved insufficient, excessively expensive, and insecure. Anchors and naval materials could not be sent over land, or when transported in pieces, they were useless, however ingeniously they were arranged. The intercourse between Ochotzk and the islands was also very difficult. All this rendered it indispensable to send supplies directly from Russia either round Cape Horn or the Cape of Good Hope, and the first attempt was made in 1803. This is the expedition which we

are about to bring to the notice of our readers. M. de Krusenstern, who commanded it, was also the chief cause of its being fitted out at that time. Having from 1793 to 1799 served in the British navy, he enjoyed opportunities of witnessing the national as well as individual efforts, by which the English carried on their trade with India and China; and he soon conceived a hope, that his countrymen might share the same advantages, even without venturing upon the expense and the entanglements of permanent establishments in those countries. The greatest difficulty lay in the scarcity of officers in the Russian navy, who had ever navigated the Indian seas.

M. de Krusenstern was anxious to make a voyage, which might redound to the honor and advantage of his country, and through the interest of Count Woronzoff, then the imperial ambassador at the court of London, he obtained in 1797 permission to embark on board a British man of war bound to Cape Horn, whence he proceeded to India in a frigate. After a year's residence in that country, he went in a merchant ship to China, for the purpose of extending his practical knowledge by a navigation of the dangerous seas in those parts. While he was in Canton (in 1798 and 1799), a small vessel of about one hundred tons arrived in that port from the Northwest coast of America; it had been fitted out in Macao, and had been absent but five months. The captain was an Englishman. The cargo, consisting of furs, was sold for sixty thousand dollars. M. de Krusenstern knew that his countrymen carried on the fur trade, by procuring that merchandise from the same places as the English, and that they sent it over by way of Ochotzk to Kiachta, which is the great marketplace between Russia and China. By that circuitous course, they suffered the disadvantage of a late return of their capital, nearly two years being necessary for the transportation and sale of the merchandise; and they were much exposed to losses in the short navigation which they had to perform. M. de Krusenstern was led to believe that his countrymen could acquire greater benefits with less danger, if they could open a direct trade between their American establishments and China.

During his voyage back to Europe, he drew up a memorial, which he intended to present to the Russian government, and in which he endeavored to anticipate and refute the objections that would probably be made by those, who pretended that Russia wanted some of the most important elements for ex-

tending its maritime commerce. Among other things, he suggested, that to the six hundred marine cadets, who were educated at the expense of the government, and who were noble by birth, one hundred of a lower condition should be added, to be educated exactly like the former, but under a stipulation to serve in the mercantile navy. The officers were to recommend to the consideration of the government all the young sailors, who showed a capacity for distinguishing themselves; and the example of Cook, Bougainville, and Nelson, was alleged to prove, that birth was not an indispensable requisite for gaining the highest renown, and for rendering the greatest services. The patriotic captain enlarged upon the advantages of the fur trade, and the difficulties with which in their actual circumstances the American company had to struggle; and lastly he suggested, that two ships should be sent from Cronstadt to the Russian colonies with naval provisions, shipbuilders, charts, books, and a teacher, in order that henceforth ships might be built in the Aleutian islands and in the Russian establishment upon the adjacent coast of America, and that by means of them a direct trade might be carried on by sea with China, without relinquishing, however, that by land. The Chinese products, which would be bought with the proceeds of the furs, were to be conveyed to Russia by ships that were to be kept in readiness at Canton, or by those which had carried the furs.

On his return to Russia, M. de Krusenstern presented his memoir to the president of the board of trade, and to the secretary of the navy. But little attention was paid to it; which is ascribed to the successive changes of the incumbents in these ministerial departments, towards the end of the reign of the emperor Paul, and to the difficulties which the projector found in obtaining permission to attend personally in St Petersburg on those authorities, with whom it rested to promote the execution of his plans. At length, the late emperor mounted the throne; and Admiral Mordwinoff, a gentleman who we believe has family connexions in the United States, being appointed chief of the navy department, the views of M. de Krusenstern found a powerful support, not only in the interest of that minister, but in Count Romanoff, who was at the head of the department for commercial affairs.

In August, 1802, he was at length appointed commander of two vessels, the *Nadeshda* and the *Newa*, which were fitted out for

the expedition. His second, whom he was permitted to designate to the government, was captain-lieutenant Lisianskoy, who was to command the Newa, and who has published an account of his researches, and of the events which occurred during the time that he was detached from the principal commander of the expedition. Among the officers were two other gentlemen, who have since distinguished themselves in separate employments, alike tending to the increase of geographical knowledge, Barons Billinghausen and Kotzebue.

The ships were bought in London, and in January, 1803, all things were in readiness for their departure. At first the object of the expedition related exclusively to what was embraced in M. de Krusenstern's project; but on a sudden an embassy to Japan was engrafted upon it, and M. de Resanoff was appointed to that mission, to which several military and civil officers were attached. The astronomical and philosophical instruments were for the most part procured in England. The astronomer, Doctor Horner, a pupil of Baron de Zach, brought others from Germany; and the expedition may be said to have been well provided with all the means of pursuing successfully scientific researches.

In August, 1803, the two vessels set sail from Cronstadt. They touched at Copenhagen and Falmouth, whence they at last actually set out on the circumnavigation of the globe. Their stay in the Canary, St Catharine, and Washington islands, in Kamtschatka and Japan, in Jesso and the bay of Aniwa, their navigation of the sea of Japan, and the nautical survey of Sachalin, belong to that part of their operations more or less accurately examined in the *Quarterly Review*; and we shall therefore confine our further remarks to the remaining part of the voyage, and to a brief notice of the works mentioned at the head of this article, in which various details of the expedition are described.

On the 29th of August, 1805, the Russian vessel, Nadeshda, commanded by Captain Krusenstern, anchored in the harbor of St Peter and St Paul, in Kamtschatka. Though according to the latest intelligence, that could be had in that region, so remote from the capital, Russia was then at peace with all other powers, the appearance of a vessel excited some alarm and uneasiness among the inhabitants. Luckily for them an old companion of the famous Behring recognised the vessel by the extreme shortness of her top gallant masts.

No provisions were ready, not a single ship was in the harbor, and no letters had arrived. But in less than five days after the arrival of the expedition at St Peter and St Paul, a ship brought despatches highly gratifying to the commander. A messenger sent by Count Romanzoff, who had performed the journey to Ochotzk in sixtytwo days, brought him two auto-graphic letters from the emperor, a still greater proof of the satisfaction which the commander and the officers of the expedition had given to their government. Captain Krusenstern thought that a great part of his task was now accomplished, and, as he says, 'that at least the honor due to the undertaking was already secured.' He determined, therefore, to despatch by a messenger over land to the admiralty and the directing ministers, a summary account of the discoveries made by the expedition, and the other results of their labors. By some unfortunate accident these despatches were detained until the time had arrived when they could only be forwarded by the winter post, and they were long delayed on their passage to St Petersburg.

The preparations for the return to Europe were meanwhile pursued with zeal. The ships were unrigged and unloaded, and all possible care was taken to provide the necessary supply of provisions. It may serve as proof of the little experience, which the civil and military authorities of Kamtschatka had in such matters, and of the small resources of that country, that the salt meat was thought to be as easily preserved by means of sea water as by salt, and the biscuits were stuffed into leather bags, instead of being kept in casks of deal, which would have cost less, and preserved them much better. Two distinguished navigators had been buried at St Peter and St Paul, both strangers to Russia, and from remote countries, Lisle de la Croyère and Captain Charles Clerke. This latter gentleman succeeded to the command of Captain Cook, after his murder by the natives of one of the Sandwich islands. La Peyrouse had honored his memory by restoring the escutcheon painted by Webber, and suspended by Captain King in the church at Paratunka. But the officers of the Nadeshda found that memento removed to the house of a Russian officer, without any one of the inhabitants knowing what was its object. It was determined to unite the remains of both these eminent navigators under the same monument, and to this end they caused a solid pedestal of wood to be placed as near as possible to the old tree, in order still to preserve the locality ; upon this

a pyramid was erected, on one side of which the engraved plate left by La Peyrouse was fastened, and on the opposite side a copy of Captain Clerke's escutcheon, made for the occasion by M. Tilesius. On the side facing the north was the following inscription in Russian ;—‘ In the first voyage around the world, undertaken by the Russians, under the command of Captain Krusenstern, the officers of the ship Nadesha erected this monument to the memory of the English Captain Clerke, on the 15th of September, 1805.’ And on the side facing the south ;—‘ Here rest the ashes of Lisle de la Croyère, the astronomer attached to the expedition commanded by Commodore Behring in the year 1741.’ We quote with pleasure this honorable testimony of the sympathy and respect of the Russian officers towards strangers.*

Seven Japanese had been wrecked in the preceding Autumn on one of the Kurile islands, and conducted by a Russian priest to St Peter and St Paul. They were skilful and industrious, and it was the intention of the Russian authorities to send them to Kodiak, where they would have been very useful, but they were at last transferred to Werckroy Kamtschatka. They seemed pleased with their situation, and expressed a desire to embrace the Christian religion. A day was appointed for the ceremony, and their behavior removed all suspicion, that they were anxious to return to their country. But on a sudden they were missed ; and it was discovered that they had departed in

* It is a curious circumstance that William de Lisle, as well as Lewis, and Joseph Nicholas de Lisle, were more or less connected with Russia. Of William de Lisle it is reported that Peter the Great made him a visit, at Paris, and was surprised to learn from him more about his empire than he knew himself. Lewis is the astronomer, whose memory, as was just observed, had been honored by three different scientific and maritime expeditions. He was the companion of Gmelin and Müller in their tour through a great part of Siberia, and died while he was engaged in exploring the unknown Northwest coast of America. Joseph Nicholas, who was a younger brother of the preceding, but was superior to him in astronomical knowledge, and left more monuments of his zeal for science, went to Russia in 1726, and departed from it ill pleased with the treatment he had experienced. Yet one of his inventions (if it deserve that name), a thermometer, the freezing point of which is marked 150° , is still in use in Russia, and must bring him often to the recollection at least of the meteorological observers in that country. A memoir written by him on the climate of Siberia, may be found in the *Transactions of the French Academy* for the year 1749.

their own boat, though it was leaky and open, and without any other provision than a little rice. The attempts to overtake them were vain, but intelligence was afterwards received, that they safely reached their home.

The attention of the public in this country has lately been drawn to a family, who were exiled to Siberia, and whom the emperor Alexander recalled from banishment soon after he mounted the imperial throne. M. de Krusenstern relates another instance less affecting than the story of Prascovia Lopouloff, but hardly less curious, considering it to be among the few records that have been gathered with respect to the private history, the sufferings, and the unexpected deliverance of exiles in Siberia. Cook and La Peyrouse have both excited a general interest towards an exile by the name of Iwasdekin, who, at the time these navigators visited the coast of Kamtschatka, was probably without any hope of ever recovering his liberty. But M. de Krusenstern gives us some details respecting this individual, long after he had obtained his pardon. Iwasdekin had, like Lopouloff, been banished on account of his participation in a conspiracy against the empress Elizabeth; but he was besides suspected of having abused the authority delegated to him in the capacity of superintendent of the district of Jakutsk, and of having committed a murder from the impulse of violent passions, which, as he seems himself to have confessed, he was not always able to control. The empress Catherine refused to grant him his liberty, notwithstanding the interest which Cook's account of his misfortunes must have raised in his favor, in the mind of a princess so desirous of gaining popularity, and so solicitous of showing her regard for men eminent in science and literature. It was not till the late emperor Alexander came to the throne, that he recovered his liberty, and obtained at the same time, the means of returning to St Petersburg. But he delayed his departure, and though often tempted to leave the place which reminded him of his long sufferings, he still remained in Siberia, and was found by our travellers enjoying indolent repose at a very advanced age. He had some momentary wishes to embark in the Nadeshda, but his age, as well as his habits from so long a residence in Siberia, must have prevented his accomplishing that design.

The Nadeshda left Awatcha bay on the 9th of October, for Macao, it being the same day on which Cook's vessels, the Resolution and Discovery, sailed from that port twentysix years before, destined for the same place.

Captain Krusenstern gives an account of Kamtschatka, its inhabitants and productions, and of the changes that had taken place since the time of Cook. In that period, the people had experienced a mournful diminution of their numbers. Upwards of five thousand died in the years 1800 and 1801. That great mortality was the result chiefly of an epidemic disease, which had its source for the most part in excessive labor and want. The aborigines of Kamtschatka impress us with the more interest, as their condition nearly resembles that of the natives of this country, and they are probably doomed to the same destiny. They are a people of great antiquity, probably the descendants of Mongolians, and have inhabited for many ages the country over which they are now scattered. Yet the description which is given of those Asiatic subjects of Russia by the author, raises them in moral dignity to a higher elevation, than in truth can be assigned to our Indians. Honesty and good nature are as prevailing traits of character among the former, as cunning and revenge among the latter. 'It is altogether impossible,' says M. de Krusenstern, 'for a people to be more honest than they are, and it is as rare to find a cheat among the Kamtschatales, as a man of property. The burdens, which weigh the most heavily on that declining race of men, result from the want of regular communication by good roads, or by water. The Kamtschatales are the mail carriers, the guides to travellers and messengers, and in some sort, also, the involuntary innkeepers of their country. They are required to furnish dogs for travelling, and generally feed without remuneration those which belong to the travellers. During the two or three summer months, they are obliged to row their boats whenever a soldier or any other itinerant calls on them. Their little household is far from prospering in such absences. It is somewhat consoling to learn, upon M. de Krusenstern's testimony, that the governor, who resided in Kamtschatka until the year 1808, endeavored to improve the condition of the people.

The Kamtschatale women are much superior in beauty to the fair among our aborigines. Their shape is far from being ungraceful, their skin is delicate, and their feet and hands small. There is a great disproportion between the numbers of the sexes, both among the natives and the Russian inhabitants. 'At St Peter and St Paul there were not five and twenty females, for perhaps one hundred and eighty persons of the other sex.' And it is stated, that 'Ishiga is the only place in Kamtschatka

where the number of the women exceeds that of the men; and the reason assigned for this is, that most of the families are related to one another, and according to the laws of the Greek church, the most distant relations are not allowed to marry.' The governor encouraged the pilgrimages of the soldiers to that city, in the expectation that they would not only contract marriages, but improve their private manners by becoming thus united with the fair daughters of Ishiga.

The Kamtschatdales have few peculiar diseases, although they have few physicians, and not one was found at St Peter and St Paul. Frequent cases of ophthalmmy may be ascribed to the continuance of snow for nine or ten months in the year. Malte-Brun mentions, we know not on what authority, the remarkable fact, that inoculation has long been used among them, and that they perform the operation by means of fish bones instead of lancets.

The description of St Peter and St Paul in the Russian account is very dismal, and may be expressed in two words, barrenness and depopulation. But further inland the country puts on a brighter aspect, at least in regard to provisions. On the borders of the Kamtschatka river, where rye, barley, buckwheat, and oats are cultivated with success, almost every species of garden stuff is also found to thrive. 'We received from thence,' says the author, 'not only potatoes and carrots, but cucumbers, lettuce, and very excellent cabbages. It has long since been proposed to introduce the different species of Siberian corn, which shoots up quickly, and soon ripens, and is consequently well calculated for this country, where the summers are short; such, for instance, as the Tartarian corn, the Siberian buckwheat, as also, instead of the European, the Siberian hemp.' Raspberries, strawberries, whortleberries, and several other kinds of similar fruits are in plenty towards the end of the summer, and furnish a palatable conserve for the winter. Reindeer, argalis (or wild sheep), wild ducks, geese, and hares are abundant. The inhabitants are in need of nothing so much as corn, timber, and salt. Gunpowder would be a great convenience to them, but the conveyance by land is difficult and dangerous, and the sale forbidden.

The climate of the peninsula of Kamtschatka is not excessively severe, and were it not for frequent fogs, it would be as healthy, and tolerable, as the greater part of the Russian empire. 'I passed,' says M. de Krusenstern, 'all the summer

months in Kamtschatka, during two years ; that is to say, the whole of June, a part of July, and the whole of August and September, and can affirm that in these four months, there were as many pleasant and cheerful days, as in any other place under the same latitude. The month of June was as beautiful as it can possibly be in the most favored climate ; and yet they consider this month as too early to till the land, although the snow has at that time quite disappeared from the mountains, and the earth is thoroughly thawed.' The social situation of that province affords proofs of the good effect, which remoteness, solitude, and mutual wants, have on the character of man ; and we must dissent from our author in considering this condition as a cause of the great mortality, that reigns both among the natives and the Russian inhabitants. No difference is observed between 'the life of the officer, the merchant, the priest, or the soldier. The one may indeed possess more money than the other, but as money is not held here in any estimation, this naturally produces a great equality in their rank, at least in their mode of living.' Nor does this operate against the discipline of the troops.

Siberia and the peninsula of Kamtschatka in particular, are better known than might be expected from their remoteness. Took, Coxe, King, Hermann, Gmelin, Georgi, and Pallas, have described the resources, the situation, and the natural features of Siberia, in the greatest detail. Malte-Brun has furnished a good epitome of those works, and the care he takes to refer to his authorities, adds to the merit of his abstract. More may be expected from the new edition of Richter's geography, a work, which, for the vast information it contains, has never yet been excelled.

The latest public account of the peninsula of Kamtschatka, is that of Captain John Dundas Cochrane, who represents its situation as still very deplorable. He remained in that country eleven months, and departed from it in July, 1822. His remarks on the climate coincide well enough with those of the Russian navigator. He describes the Kamtschatales as a hospitable and honest people. The small number that remain of that ancient race, perhaps five hundred in the whole, reside on the northern coast beyond Tygil and Nishey Kamtschatka. The population of Kamtschatka is, according to the same traveller, four thousand five hundred and seventyfour individuals, of both sexes, and all ages, Russians, Kamtschat-

dales, and Koriacs. This eccentric pedestrian proposes several measures, which he thinks would promote the prosperity of Kamtschatka. That country had a special claim to his philanthropic interest, as he was captivated by the charms of one, we must suppose, of its fairest daughters. Yet of the marriage he speaks rather as an amateur of the curious and the rare, than as a doating and fond lover. 'The ceremony,' says he, 'was attended with much more pomp and parade than if it had been celebrated in England. It took place on the 8th of January, and I certainly am the first Englishman that ever married a Kamtschatdale, and my wife undoubtedly the first native of that peninsula that ever visited happy Britain.' With respect to the political administration, he points out two principal defects in the existing system; the one, that the seat of government is at St Peter and St Paul, which, were it but for the want of wood, can never become a considerable place; and the other, the shortness of the period which the persons called to the civil command of the province are disposed, or allowed to remain there. In the Spanish colonies, also, and particularly in those where civilization had made little progress, the frequent change of governors was long ago considered, by sagacious observers, as a great grievance to the inhabitants.

In throwing, as it were, a last longing glance at Siberia, Captain Cochrane says;

'Provisions and clothing are cheap; taxes are not known; the climate is healthy;—and what can man more desire? I looked again to the east, and bade adieu, thankful for the many marks of esteem and kindness which I had received from the hands of its hospitable people. Descending the western branch of the Ural mountains, I soon found myself again in Europe; the land of malt, the fireside home, again had charms for the traveller. The sensations I experienced upon quitting *the most favored quarter of the globe*, were nothing when compared to the present. Then I thought I was going only to the abode of misery, vice, and cruelty, while now I knew I had come from that of humanity, hospitality, and kindness. I looked back to the hills, which are, as it were, the barrier between virtue and vice, but felt in spite of it a desire to return, and end there my days; and so strong is still that desire, that I should not hesitate to bid adieu to politics, war, and other refined pursuits, to enjoy in Siberia, those comforts which may be had without fear of foreign or domestic disturbance.'

After making sufficient allowance for the enthusiastic temper of this traveller, we can easily believe, that Siberia deserves the

attention of the Russian government, and would rapidly prosper under a wise administration. While M. de Sparansky presided over the affairs of that vast country, many improvements were introduced ; and it seems, that his influence with the court, since his return to St Petersburg, has incessantly been directed towards the promotion of its prosperity.

We now return to the Russian navigators, and in accompanying them to the coast of China, we must pass over the numerous observations they made in those regions, tending to the improvement of geography and physical science. We can only add that no opportunity was lost to advance these great objects of the expedition. After a voyage of nearly two months the Nadeshda anchored in the road of Macao on the 20th of November.

The appearance of a Russian ship of war at Macao, was a perplexing event to the Chinese governor at Canton. It is evident from Lord Macartney's embassy, that besides the jealousy of the court of Pekin towards other nations, and its aversion to entertain with them regular political relations, many difficulties in the way of establishing such relations arise, even without the immediate knowledge of the emperor, from the inferior authorities resident at Canton. These latter are always extremely alive to the danger of being denounced to their sovereign for their abuses, or as acting towards foreigners in contradiction to the orders of the court. The attentions and honors with which Lord Macartney's embassy was received at Pekin, and along its journey, must chiefly be ascribed to its having landed in a port, where few foreign vessels had ever before been admitted, and to the vessel that carried the embassy having the exclusive and imposing character of a national ship of war. It may in justice be said, to the praise of the individuals who composed that diplomatic expedition, and of those who had regulated all the measures preparatory to it, that a greater success ought to have crowned an undertaking so ably conducted. The presents sent to Pekin had surely a good influence on the minds of the Chinese, however disdainfully they seemed to look on them.

The Nadeshda appeared under quite different auspices. There was no ambassador of high rank on board ; no letter for the emperor ; no pomp, or long raised expectation. If England inspires the Chinese with apprehensions, by the vicinity of the British possessions in India to the Chinese fron-

tier ; if, particularly at the time when Lord Macartney arrived in China, resentment existed for a supposed cooperation of his government with their hostile neighbors, Russia must at all times excite much greater apprehensions in that suspicious and jealous nation. Besides, Russia having the privilege of entertaining commercial relations by land, and all trade by sea with Russia being expressly prohibited by the court of Pekin to its subjects, there was neither ground nor pretext to favor unexpected guests, the object of whose visit was unknown. Yet by the friendly and efficient intervention of the British factors, all difficulties were removed, the cargoes of both the Russian vessels (for the Newa had rejoined the Nadeshda at Macao) were sold, and in return they were permitted to export products of the country, both operations being conducted through English merchants. However, at that time an embassy from the court of St Petersburg was in contemplation, and, upon the whole, it is very probable that the Russian expedition would not have experienced any real ill treatment from so cunning and wary a government, as that of China. It is almost certain that no order had been procured from Pekin for detaining the vessels. M. de Krusenstern is, however, of a different opinion, and he insinuates that had the order been carried seriously into execution, he would have sustained by arms the dignity of his flag.

Without pretending to have been enabled to acquire a great deal of knowledge of the character of the Chinese, by his short stay at Canton, Captain Krusenstern thinks himself authorized by his personal observation to confirm Barrow's opinion of the moral inferiority of that country. He thinks, also, that its happiness is more apparent than real, and he infers, from the frequent insurrections which had broken out in it, even under the more energetic government of the Tartarian sovereigns, that it is destitute even of that repose, which is commonly the only blessing of countries governed by despotic rulers. He believes that a general revolution is, however, the less probable, because the population is so extensive, the country so vast, and nothing exists in the character and condition of the people, which is likely to bring forth men endued with the qualities necessary for directing a great national movement. In the repeated disturbances which have occurred, most of the conspirators have given themselves up to the power against which they had rebelled, and such only as were taken with arms in their hands have been excluded from the pardon usually granted to those who had joined in these undertakings.

We must refer the reader to the work itself, for the detail our author gives of the resources of the rebels in 1805, of the association of malecontents which then existed under the name of *Tien-tie-Koe*, or Heaven and Earth, and the *Pelieu-Kiao*, or enemies of the strange religion, and of the personal character of the reigning emperor. He also speaks of the state of the Christian religion in China, and the persecutions with which it was threatened.

His remarks respecting the commerce of the English, Dutch, Portuguese, and French with China, offer nothing that may be considered interesting for its novelty. The Spaniards carried on a commercial intercourse from the Philippine islands, which was, however, limited to one or two ships sent to Canton, and a few small vessels to Emey and the southeast coast of China. The Danish trade is conducted with great regularity and economy, but to a very small extent. The author's observations on the American trade with Canton are sufficiently accurate, but relate to an early period.

'The spirit of commerce,' says he, 'is perhaps nowhere greater than in America. Being skilful seamen, they man their ships with a smaller crew, in which respect it appears almost impossible to excel them. Their vessels are besides so admirably constructed, that they sail better than many ships of war, and I have known the captains of some of them at Canton, who have made the voyage thence to America and back again in ten months. While we were there, the ship *Fanny* arrived towards the latter end of December, which in the short space of twelve months, had sailed from Canton to Philadelphia, from Philadelphia to Lisbon, and thence again to Canton; so that she must have unloaded and taken fresh cargoes on board with an extraordinary rapidity. Besides, the return to Canton, owing to the contrary monsoon, could only be effected by the eastern passage, that is to say, by the northern part of the great ocean, round the Pelew islands. When we left Canton she was again perfectly ready for sea, on her intended return to Philadelphia, the whole term of her stay not having exceeded five weeks. The Americans avail themselves quickly of every advantage that is offered to them in trade; and we witnessed the arrival of one of their ships at Canton with a valuable cargo of sandal wood, which the captain had brought from the Fidgees, a group of islands, known as well for their situation, as for the cruelty of their inhabitants. Not one among them affords a safe anchorage; and in the month of December, 1804, an English ship was stranded on one of them, and the whole crew perished. The American, of which we are speaking, had run consid-

erable risk of falling a prey to the cruelty of the inhabitants. Some persons accompanied them from Tongataboo to the Fidgee islands, who were all murdered the moment they landed, with the exception of one man and woman, whom the Americans brought to China. Sandal wood is so scarce and so highly esteemed in China, that the captain, whose cargo cost him nothing but the trouble of felling it, disposed of it to a very great advantage.

'Of all the different species of teas, the Americans, as well as the English, take only a very small quantity of the best. Of the green teas, the Americans take a particular kind of Hyson, which costs here from thirtysix to forty taels the picul; but the greater part of the teas which the English and the Americans carry from Canton is Congo and Bohea. The last is indeed the very worst that grows. The price of it at Canton is very low; only eleven or twelve taels the picul.' p. 332.

In another place, the author observes with respect to teas;

'There is never any difficulty in procuring a cargo of this latter article at Canton. The magazines of the Chinese merchants being overstocked with it, they not only sell it at a just and reasonable price, but take the goods of the purchaser at a high rate in return. If there be no particular cause of mistrust, the Chinese merchant readily advances a cargo of tea on credit, in order to get rid of it, and this induces the Americans to give the preference to this article, since it affords them the advantage of making a better bargain with the goods they import, and of being sooner despatched; an object of considerable importance at Canton, the stay there being attended with much expense, while the health of the crew is a good deal at stake.' p. 331.

Captain Krusenstern enlarges on the advantages which Russia, and especially the Russian North American company, might derive from a commerce with Canton. He is persuaded that the Chinese government would not make much difficulty in admitting the merchant vessels of his nation on the same footing on which France, Sweden, and Denmark are permitted to carry on their trade. The organization and conduct of the Danish East India company is, according to him, a good model for the management of such a commerce. The importation of ordinary teas would be beneficial to the great mass of the Russian people, inasmuch as it would diminish their propensity for strong liquors.

On the 9th of February, 1806, both vessels under the command of Captain Krusenstern sailed from Whampoa, proceeding through the Chinese sea towards the straits of Gaspar.

The passage of these straits is said to be as safe as that of Banka, and shorter. Without meeting with any disaster, they arrived at St Helena. Here they found it difficult to procure flour, as the expedition sent to the Rio de la Plata under Sir Home Popham, and that to the Cape of Good Hope, had much lessened the usual resources of the island. Doctor Tilesius, the botanist, was not permitted to make an excursion in the interior of the island, in consequence of a recent discovery, that another foreigner, who had apparently come with the same purpose, had been occupied in drawing plans of the fortifications. The war that had broken out between Russia and France, obliged the expedition to avoid the privateers in the British Channel, by entering the North Sea through the passage between the Shetland and the Orkney islands.

After a passage from China of five months and twentyfour days, the Nadesha reached Copenhagen. The crew and officers were in perfect health. On the 19th of August she arrived at Cronstadt, having been absent three years and twelve days. Not one of the crew had died; and the ship had not lost a mast or yard, anchor or cable. This is indeed a remarkable fact, considering that this was the first Russian voyage round the world, and becomes still more so, if compared with the fate of most of the French maritime expeditions, even when directed by officers whose scientific knowledge and skill cannot be questioned. In the Russian officers, such success proves extensive practice and intelligence, and in the crew, that patience, spirit of subordination, and quick apprehension, for which, indeed, the Russians of all classes are remarkable.

In throwing a general glance on the operations of the Russian expedition, we find that it fulfilled the expectations of its government, as far as it depended on the naval officers. The ill success of the embassy to Japan can only be ascribed to M. de Resanoff, if indeed the difficulty of treating with that country be not a sufficient plea for any failure. Russia has become by that expedition a coadjutor in the advancement of hydrography and geography. The Russian flag was made known to countries and people, that had no idea of Russia and its resources. The merit of an exact survey of the Washington islands is almost equal to the merit of their discovery. Some additional information has been obtained of various portions of the globe, and particularly of China, Great Japan, and Kamtschatka; some errors in hydrography, sanctioned by the

authority of distinguished navigators, as for instance **La Pérouse**, have been removed ; and views of national and general improvement have been brought, in the most impressive and engaging manner, to the consideration of the Russian government.

The third volume of the account of **M. de Krusenstern's** expedition has not yet been translated either into English or French. It contains several valuable memoirs, written by the three scientific gentlemen, who accompanied him, namely, Doctor Horner the astronomer, Doctor Tilesius the naturalist and draftsman and Doctor Espenberg the physician.

The first memoir, by Doctor Tilesius, treats very amply of a natural object well known by sight to those who navigate between the tropics ; we mean that beautiful and enigmatical water insect, commonly named the Portuguese man-of-war. This singular animal had several times been delineated, described, and endowed with names, yet not only its denominations were various, but also the nature and characteristics ascribed to it. According to some it was a *Polypus*, according to others a *Zoophyte*, and others ranged it among the *Mollusca*. Naturalists who followed in the steps of **Linné**, have called it the *Physalis*. Wonderful as are all the works of Providence, admirably fitted as are the several parts of each created being for their several functions, complex in their composition as they sometimes at first seem, while yet they are always found to be really so simple and suitable in their action, on a nearer investigation, we may, nevertheless, venture to rank this little animated creature among the most curious phenomena of nature. A worm between six and eight inches in length, which is found but in certain latitudes, has seemingly the skill and knowledge of an experienced navigator, and is in itself a little ship. Its evolutions are according to the winds ; it raises and lowers its sail, which is a membrane provided with elevating and depressing organs. When filled with air it is so light, that it swims on the surface of alcohol, and is at the same time, provided with a structure, which furnishes it with the necessary ballast.

When high winds would endanger its existence, it descends into the deep, and is never seen on the surface of the water. From the under side of the body proceed fibres, which extend twenty feet in length, and are so elastic and delicate, that they wind in a spiral form like a screw, serving at once as anchors, defensive and offensive weapons, pneumatic tubes, and feelers.

The insect has the colors of the rainbow ; its crest, which performs the office of a sail, is intersected with pink and blue veins, trimmed with a rosy border, and swells with the wind, or at the animal's pleasure. The fibres contain a viscous matter, which has the property of stinging like nettles, and produces pustules. It acts so strongly, that vessels in which they have been kept for a time must be repeatedly washed before they can be used. These fibres may be cut off without depriving them or the rest of the insect of the principle of life ; and the separation takes place spontaneously, whenever the glutinous matter comes in contact with a hard surface, like the sides of a glass globe. The insect has, however, dangerous enemies in small dolphins, and medusæ, against which neither its nautical skill nor its poison can defend it. To the natural philosopher, this little animal is a curious exemplification of the principles of hydrostatics and of hygrometry, as its bladder is perhaps among the best substances that can be used for the delicate instruments of the latter science. To the physiologist it has the same importance as the rest of that class of beings, of which every part is endowed with an uncommonly strong principle of vitality, and which have therefore not improperly been called *biota* by Doctor Hill. To a contemplative mind, the wonderful organization of the Physalis must be a new proof that hardly any great effort of human ingenuity, perseverance, courage, and skill, is without a duplicate of more astonishing workmanship, simplicity, and sagacity, in beings coming from the hand of the Author of creation. If navigation is justly deemed the most daring enterprise of man, it may be considered as a remedy against pride to know that there exists a worm, which an all powerful Providence has at once made a navigator and a ship, a hydrostatic and pneumatic engine, a being destitute of mind, and yet one that watches the winds, and rides on the waves.*

Another paper by Doctor Tilesius is on the *Jocko*, or *Orang Outang* of Borneo. The author found a living specimen at Macao, in the possession of the Portuguese governor. It was as large as a child three or four years old. The *Jocko* is

* In Louis Choris's 'Voyage Pittoresque autour du Monde,' (Paris, 1822,) is a delineation of the Physalis, but it gives an imperfect idea of the insect. M. Choris was the painter of Captain Kotzebue's expedition, which had principally for its object to explore the Mulgrave islands, and Behring's and Torres' Straits. Doctor Tilesius's Memoir on the Physalis occupies one hundred and eight quarto pages.

smaller than the Pongo, or Chipanzee, of Africa. Doctor Tillesius, being obviously a warm admirer of Doctor Gall's system, found the organ of observation strongly marked on the forehead of that monkey, and as strongly confirmed by its habits. It had a melancholy air, and was suspicious, but tame, tranquil, and of a gentle disposition. It examined everything curiously, approached the visitors, seized their hands, touched and inspected their dresses, climbed up their persons to coax and caress them, kissed its master and the Caffre who tended it, and showed its displeasure by shaking its head, and by distrustful side looks, but never by fierceness and malignity. Doctor Tillesius, in comparing the Caffre with the monkey, considered the first to be the very lowest of human creatures, and the Orang Outang the animal nearest to man in intellect. The African was a slave of the governor, and had no other business than to be keeper of the 'wild man of the wood.' The author does not countenance the wonderful accounts of the Jocko, in which this creature has been said by some travellers to light a fire and exercise the culinary arts; nor does his description approach the astonishing tale of Grandpré respecting a Pongo, or Cujoe, which was a skilful sailor, and almost displayed mental faculties. We have not room to analyze or examine Doctor Horner's memoirs on the temperature of the sea, at different depths, and in different places, on the specific weight of sea water, and on the oscillations of the barometer, although they are ingenious, and apparently the results of numerous and careful observations. We must also pass over the paper by Doctor Espenberg on the health of the ship's company, and the two memoirs of M. de Krusenstern, the one on currents at sea, and the other on the tides in the harbor of Nangasaky.*

* That the temperature of the sea diminishes at a certain depth, has long since been observed; and the subject has been examined after the ordinary method of experiment and induction by distinguished philosophers, and principally by R. Foster; but the law of decrease has not been yet well ascertained. Doctor Horner presumes from his own experiments that the temperature of the ocean ceases to change at seven hundred and twenty feet below the surface, in latitude 23° N. where it is in June $13^{\circ} 3'$ Reaumur; in the sea of Japan, in latitude 27° , at six hundred feet, where the thermometer is in November 3° Reaumur; in the Atlantic, in latitude 30° , at six hundred and sixty feet, the temperature being in June $13^{\circ} 5'$; and in the sea of Ochotzk, in latitude 43° , at one hundred and fifty feet, where the temperature is in August $1^{\circ} 5'$. This latter fact would prove that the solar rays have not a con-

It is strange that the *Atlas*, destined to accompany the *German* original account of the voyage, should have the explanations in the *Russian* language. The English and French publishers have forborne to risk the expense of republishing so large a collection of maritime views, portraits, sketches, landscapes, and representations of all sorts of objects, yet they might have given some charts, which would have proved valuable not more to geographers than to navigators. The *Atlas* is one of the most voluminous that has ever been annexed to the account of a nautical expedition. It contains about one hundred and forty plates, the most valuable of which are charts and maritime views. A few other sketches are curious; some of the designs relative to natural history are not uninteresting; but the draughtsman might have left in his portfolio his other performances, and particularly the repetitions of the same object, as for instance, the *Tomb of Captain Clerke*, the *Monkey of Borneo with the Caffre*, and the several skulls, drawn for the gratification, we suppose, of craniologists. The portraits of savages and half savages might also have been more sparingly introduced. We advise all such persons, as expect to find models of beauty among uncivilized men, to look at the Kamtschatdales, Kurilians, Tartars, and others exhibited in this *Atlas*, except the natives of Nukahiva, who, in spite of their *tattoo*, bear out the author's assertion of the nobleness of their stature, and the symmetry and elegance of their forms. The *Atlas*, however, bespeaks royal munificence, and if we find fault with the superabundance of plates, it is because of the obstacles which it throws in the way of the circulation of the work among those, for whose instruction and use it was chiefly designed.*

stant, equal, and determining influence upon the temperature of the sea. According to Bouguer, they penetrate six hundred and seventy-eight feet, and the heat extends perhaps a little further, though sea-water is a bad conductor of it.

Doctor Horner combats the theory of the bottom of the sea being a mass of ice, on the ground that water does not freeze as long as it contains any heterogeneous substance; and supposing it to relinquish its salts, the strata, whose specific weight is thus diminished, would, instead of sinking and turning into ice, rise into the higher and warmer regions. Our author is rather inclined to presume that the bottom of the sea consists of beds of salt.

* We may here mention the *Hydrographical Chart of the World*, separately published by M. de Krusenstern. The original title is *Allge-*

Thus far our remarks have been applied to the *Voyage* of Commodore Krusenstern, and the *Memoirs* attached to it, all published in three volumes, and in three different years, as will be seen by consulting the first title at the head of this article. The English translation is in two volumes, but this is incomplete, the *Memoirs*, as well as the *Atlas*, being omitted. We now proceed to another work by the same author, on the vocabularies of several Asiatic languages, which has never been translated from the original German.

These vocabularies are founded on data collected by several officers of the Russian navy. Lieutenant Davidoff, who was in the service of the Russian American company, and had made two voyages to the Northwest coast of America, furnished to M. de Krusenstern the vocabulary of the Aimos. This officer was sent with two armed vessels, by M. Resanoff, the appointed envoy to Japan, on an expedition against some Japanese, who had settled on the Kuriles, and in the bay of Anewa and Romansoff. Most of them were destroyed. This success did not, however, avail him much with his mandator, for the latter pretended that he had expressly recommended to him to proceed with mildness and moderation. Davidoff and his companion, Chwostoff, were thrown into prison on their return to Ochotzk, not by any command of the court, but by the will of the chief of that local government. Such an expedition, as M. de Krusenstern well observes, could not bring the Russians into favor with the Japanese government. The prisoners escaped, and took refuge at Jakutsk, having passed the distance of a thousand versts from Ochotzk, through marshes and forests, without means or assistance, and obliged to wander out of the road to avoid being discovered by those, who might have been sent in pursuit of them. They were not molested by the authorities of Jakutsk, and soon after their arrival in that city they were called to St Petersburg, and the governor of Ochotzk was dismissed, and delivered up to a court of justice. They served afterwards with much distinction during the war against Sweden, in the army of Count Buxhoüen. On their return to the Russian metropolis, they were walking together late one

meine Welt-Charte, nach Mercators Projection entworfen von A. I. de Krusenstern, Cap. der Russischen Marine. London. 1815. To this he has since added the results of Captain Parry's researches. It contains the routes of several other expeditions, and is creditable to the author for its accuracy and handsome execution.

evening over the bridge across the Neva, when the drawbridge was up for the passage of vessels. At that time a vessel was lying between two of the bridge boats. Chwostoff, in attempting to leap from one boat to another, fell by accident into the water. His faithful friend sprang after him, and struggled to save him, but both were carried away by the rapidity of the stream and drowned.*

Of the Aimos language but a few words had been collected, until Davidoff formed his vocabulary, which consists of nearly two thousand. The vocabulary of the Tschuktchi was composed by L. Koscheleff, on an expedition to that tribe.† The great philologist, Frederick Adelung, has not only revised these vocabularies, but compared them with the manuscript vocabularies of two other dialects as little known. He remarks in some notes inserted in the work before us, that the Tschuktchi, whose vocabulary has been collected by Koscheleff, are that branch of the tribe of that name, who inhabit the coast of Oriental Asia, and the promontory of Tschutschoi-noss. He adds that he has compared it with the one formed by Doctor Mesk, the physician of Captain Billings's expedition, which is contained in a comparative dictionary of seven dialects, taken from the languages of the Tschuktchi, Kamtschatdales, and Kuriles.

We have next the vocabularies of the Koljinchen and Kinaïs. The former of these is a tribe on the Northwest coast of America, opposite the Silka islands, but whose regular residence is not known with more certainty than that of most of the other tribes settled on that coast. Davidoff had collected these materials, which may yet be of utility for a history of the origin of the population of America. Adelung has compared them with a collection of about twelve hundred expressions obtained by Resanoff, and belonging to the idioms of Unalashka, Kinaï, Tchugag, Ugallachmus, and Koljusch.

For the following remarks on this subject, we are indebted to the well known philologist of our own country, Mr Du Ponceau.

* There is a more extensive biography of both these officers in the preface, prefixed to Davidoff's *Voyage to America*, by the admiral and secretary of state, Tscheschkoff. Davidoff was a well informed officer, as well in the practice as in the theory of his profession; and had a taste for science and literature.

† He procured a skull of a Kamtschatdale, which is now in the possession of the eminent anatomist, Loder. The Kamtschatdales have such a reverence for the deceased, that it was very difficult to procure one.

‘ Since it has been ascertained that one nation, at least, clearly of American origin exists on the continent of Asia, the investigation of the languages of the different tribes which inhabit the opposite coasts of the two continents is become a matter of the highest interest to philosophy, anxious to trace as far back as possible, the course of population on the globe which we inhabit. A people, whose various dialects bear such strong affinity to each other, as to leave no doubt that they are all derived from the same source, and who are also connected by a similarity of color and conformation of their bodies, and by similar habits, manners, and customs, under the names of Greenlanders, Eskimaux, and Tschuktschi, are found to extend themselves from the island of Greenland in the vicinity of Europe, across the northern continent of America to the peninsula, which bears their name on the eastern coast of Asia. All writers agree in considering the sedentary Tschuktschi, who inhabit the peninsula called by the Russians *Tschuktskoi Noss*, and extend themselves southward to the banks of the river Anadir, as a people of American origin, which is evidenced by their complexion, their bodily appearance, their manners, customs, habits, and finally their language, which is a dialect of the Eskimaux, the same people who inhabit the opposite shore in the vicinity of Norton Sound,* not far from the Straits of Behring, which divide the two continents.

‘ In order to show the great affinity of these languages, as we have not room for long specimens, we shall only instance a few of the numerals in each of them.

<i>Greenland.</i>	<i>Eskimaux.</i>	<i>Norton Sound.</i>	<i>Tschuktschi.</i>
1, Attousek,	Attouset,	Adowjak,	Ataschek.
2, Arlak,	Mardluk,	Aiba,	Malgok.
3, Pingajuah,	Pingasut,	Pingashook,	Pigajut.
4, Sissamat,	Sissamat,	Shetamik,	Ischtamat.
5, Tellimat,	Tellimat,	Dallamik,	Tatlimat.

‘ These specimens are taken from Cook’s third voyage, and from the work under review. We might easily multiply similar instances of affinity between these languages, which leave no doubt of their being dialects of the same mother tongue.

‘ From a fact of this importance, it was natural to expect similar affinities between other languages of the nations inhab-

* Mithridates, vol. III, part 3d, p. 462. Cochrane’s Pedestrian Tour, p. 203.

iting the eastern shores of Asia and the western coast of America, but this expectation has hitherto been disappointed. Admiral Krusenstern, however, who does not profess to be a philologist, collected vocabularies of two Asiatic and two American languages, which he intended as an appendix to the relation of his voyage, but not having received them time enough to subjoin them to his great work, he has published them separately for the benefit of the learned. Some of them had been already published in Russia, others he received in manuscript from sources which he considered sufficiently authentic.

‘The vocabularies which he thus published are those of the languages of the Aimos and Tschuktschi, who inhabit the coast of Asia, and of the Koliusches and Kinai, who live on the opposite shores of America. From as close an examination as we have been able to give to these vocabularies, which are very copious, we have not been able, except in the instance of the Tschuktschi, to find any resemblance or affinity between the Asiatic and American idioms; the language of Greenland and the Eskimaux seems as yet to be the only one that has penetrated into Asia, and we have no evidence that any one of the numerous languages spoken on the Asiatic coast has made its way into our continent.

‘The language of the Rein-deer Tschuktschi, who live to the southward of the sedentary, whom we will call the *American Tschuktschi*, speak a language entirely different, closely connected with that of their southern neighbors the Koriacs, who, as well as themselves, are of Asiatic origin.

‘It must be observed, however, that hitherto we have only been enabled to compare the languages of the people who inhabit the opposite coasts of Asia and America, by means of vocabularies, and we have not been made acquainted by grammars or otherwise with the grammatical forms and construction of the former. It is very much to be wished that the learned of the Russian empire would obtain and communicate to the world some information on this interesting subject, by which we may be enabled to institute a closer comparison between the languages of the two continents.’

We shall add but few words concerning Admiral Krusenstern’s last publication, the *Recueil de Mémoires Hydrographiques*. This work was published at the expense of the Russian government, and very wisely in a language more familiar to maritime nations, than the Russian or German. Its object is

to aid navigators in their passage through the great Southern, or Pacific Ocean. The Atlas, which accompanies this first volume, is a collection of charts on a large scale, of the several groups of islands scattered in that wide expanse of waters. Those of Arrowsmith, and of the Hydrographical Board of Madrid, have the defect of being on too small a scale; and those of Cook, Vancouver, and D'Entrecasteaux are incomplete in what regards the northern part of the Pacific; and they are, moreover, in the hands of few navigators, owing to the great cost of the works to which they are annexed. Most of those charts are likewise *general maps*. It has been M. de Krusenstern's earnest endeavor to fulfil conscientiously (for he really considered it a responsible undertaking) the task of furnishing the best and surest *special charts*. He indicates the public and the inedited materials upon which he has relied, discusses the respective merits of these when they are contradictory, and gives the reasons why some are preferred by him to others, coming from authorities equally respectable. Thus his work is the history, the abridged repository of numerous surveys, and a report on the actual state of hydrographical knowledge of the Great Ocean, according to the details scattered in almost all the books published throughout Europe. The method which he adopted has led him to discover the identity of many islands and rocks, which are duplicate and sometimes triplicate on maps, in consequence of a defective classification of the several groups. He therefore not only enables the navigator to avoid real dangers, but also puts an end to imaginary ones, which owed their existence to incorrect information.

The second volume, which is not yet published, will treat of the northern portion of the Great Ocean, and be accompanied by the corresponding charts. The author intended to bring it before the public during the last or the present year, but we have not yet heard of its appearance.

The question what Spain had done for the advancement of knowledge was put by a *savant* of the name of Mason, and Cavanilles had good nature enough to write a large book to answer that pert and flippant querist. Not long since, it was as comically asked, Who reads an American book? It would, therefore, be no wonder, if it were the pleasure of some critic in his splenetic humor to put similar queries in regard to Russia. Yet, as to scientific *voyages* and *travels*, countenanced or supported by governments alone, we should be tempted

to rank Russia next to England, and at all events, concede to her equal claims with France. It would be sufficient to point to Coxe's Travels, (facetiously called by the author of the Pursuits of Literature, 'Switzer-Russico-Kamtschatka Coxe,') and to Malte-Brun's 'Chronological Table of Discoveries in Siberia ;' to cite Krusenstern's, Kotzebue's, Billingshausen's, Wassilief's, and Wrangel's expeditions ; and to rely on the assurance of the first of these distinguished officers, that in 1824, 'there were not less than four expeditions in the Pacific Ocean, all of which were connected with science.*' New discoveries in that sea, and the survey of the neighboring coasts of the Russian empire, are the task of the two vessels, the *Moller* and the *Seniavin*,† which were equipped in the course of the last summer, and of which Captain Stanjy Kowitsch and Captain Litke are the commanders. The vessels of that expedition will operate together until they reach the most southern Russian settlement on the Northwest coast of this continent. One of them will then pursue the survey of that coast, and of the Aleutian islands, while the other will range, as far as practicable, the eastern coast of Russian Asia. In the course of the coming autumn, they will meet again in the harbor of St Peter and St Paul. The following winter will be spent in exploring the Caroline Islands, and as soon as this object shall have been accomplished, and the season will permit, the expedition will complete the survey of the Ochotzk sea. The employment of the vessels during the winter of 1828-9, will keep them near the Solomon Islands and the Moluccas ; and after having finished the survey of that archipelago, they are to return to Russia by the Cape of Good Hope. At the present moment they must have finished their operations in the Society Islands, and have touched at the Sandwich Islands, and at Silka ; and they are perhaps already engaged on the coasts of Kamtschatka and the Northwest portion of our continent.

We hope to be able shortly to give an account of another contribution of the Russian government to the extension of geographical knowledge, in a recent embassy to Bukharia.

By the maritime expeditions of Russia, to which we have referred in the present article, that great empire appears almost

* *Mémoires Hydrogr.* Introduction, p. ix.

† The third son of Admiral Krusenstern is among the young officers of this vessel. The Admiral, we are informed, has been appointed by the emperor, second director of the corps of marine cadets.

to verify one of Burton's projects for a 'Utopia of his own ;' 'a new Atlantis, a poetical commonwealth of mine own ; I will have certain ships sent out for new discoveries every year ;' and the Russians may be said to have more than deserved the eulogium of Boterus, quoted by the same quaint, witty, and learned author ; ' *Tam hyeme quām æstate intrepidè sulcant Oceanum ; et duo illorum duces, non minore audaciâ quām fortunâ, totius orbem terræ circumnavigârunt.*'

ART. II.—1. *Vindication of H. D. Sedgwick, with some Inquiries respecting the Award in the Case of the Greek Frigates.*

2. *A Narrative of the material Facts in Relation to the Building of the two Greek Frigates.* By ALEXANDER CONTOSTAVLOS, an Agent of the Greek Government. Second edition. *With a Postscript.*
3. *Report of the Evidence and Reasons of their Award between Johannis Orlandos and Andreas Luriottis, Greek Deputies, of the one Part, and Le Roy, Bayard, & Co. and G. G. & S. Howland, of the other Part.* By THE ARBITRATORS.
4. *An Exposition of the Conduct of the two Houses of G. G. & S. Howland, and Le Roy, Bayard, & Co. in Relation to the Frigates Liberator and Hope, in Answer to a Narrative on that Subject, by Mr Alexander Contostavlos.* By WILLIAM BAYARD.
5. *Refutation of the Reasons assigned by the Arbitrators for their Award in the Case of the Greek Frigates.* By H. D. SEDGWICK.
6. *An Examination of the Controversy between the Greek Deputies and two Mercantile Houses of New York ; together with a Review of the Publications on the Subject, by the Arbitrators, Messrs Emmett & Ogden, and Mr William Bayard.* By JOHN DUER and ROBERT SEDGWICK.

THE subject of the series of pamphlets just named is too important to be wholly pretermitted in this journal. We took an early opportunity to endeavor to awaken an interest in the